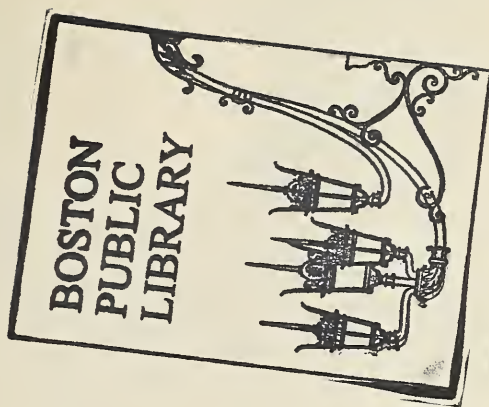


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A RESIDENTIAL NEIGHBORHOOD

A NEIGHBORHOOD COMMUNITY

Charlestown is a neighborhood at the cross roads. Fifty years ago this area was the home of forty-one thousand people; today less than half remain. The area has been under the attack of the automobile in this period, suffering from demands that are regional rather than local in character. One third of the automobiles passing through Charlestown have no local objective or purpose. As a result of this regional flow the residential area has been encroached upon by bridges, roads and industrial use, and consequent blight. Charlestown survival requires the immediate cessation of population loss, and the reversal of industrial encroachment. Since 1961 the Boston Redevelopment Authority and the people of Charlestown have been cooperating in the creation of a plan which will reverse population loss and industrial encroachment. The plan is based upon the belief that the fundamental advantages of Charlestown may be strengthened sufficiently to negate these outside influences. Some of the actions necessary to accomplish this are:

REHABILITATION

The greatest part of any renewal effort in Charlestown must be rehabilitation. Within Charlestown, the condition of the houses is basically sound. Through a shared effort between the BRA and the residents of Charlestown, those houses which do not now meet adequate standards may be brought up to this level. Evidence exists that the citizens are actively interested in preserving and improving home environment. Through careful design and financing programs, it is proposed that some eighty one per cent of the dwelling units in Charlestown be saved and repaired. However, this will be possible only through a vigorous effort on the part of home owners and tenants in Charlestown.

NEW HOUSING

Greater choice in housing types is needed to add strength to the residential community. It is essential that new housing construction occur on a significant scale. The plan proposes the construction of fourteen hundred new units, of which two hundred will be expressly designed for the elderly. The remainder will be privately developed and will offer sales and rental opportunities for the residents of Charlestown at prices they can afford. The major new housing areas will be at Little Mystic Channel, Rutherford Avenue near Sullivan Square, and between Main and Rutherford (west of the Phipps Burial Ground.) Greater housing choices are offered to encourage the residents to remain in the community. Only through this process can the population be significantly raised, and Charlestown reinstated as a key residential area of the City.

COMMUNITY FACILITIES

The attractiveness of any residential area is directly related to the quality and quantity of available schools, recreation areas, and public facilities. The plan therefore includes new, properly staged, elementary schools, expanded recreation opportunities for schools that will remain, and improved streets and sidewalks throughout. The facilities proposed include two new elementary schools, a field house and community center, an expanded playground for the junior high school, major recreation facilities around the Little Mystic Channel, new fire stations, and a skating rink.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

The Charlestown area must continue to fulfill its role as a work place. The industrial activities must, and will, expand. At the same time, however, it is necessary for the residential community to expand at a relatively equal pace. These ends will be made compatible through proper land use planning. Land areas allocated for industrial development fall entirely outside the periphery of the residential

community. This ties them to the transportation facilities they require, provides the residential area with breathing space, and creates appropriate transition between the human scale of the community and that of the transportation facilities. Present lack of adequate commercial facilities in the community has caused residents to leave the area for their shopping. There is a potential in Charlestown for commercial uses that is underdeveloped. The residents, the working force, and a large tourist influx, form a sufficient market for varied and efficient commercial areas. The Prison Point entrance to Charlestown will be the site of a major new shopping complex that will house commercial relocatees, new establishments, and will offer a wide variety of goods and services to the residents of the community. It will be supplemented by smaller centers such as Bunker Hill Street, Main Street, and City Square. The proposed industrial and commercial developments for Charlestown will make the area a better place in which to live.

TRANSPORTATION

Charlestown is one of the most accessible places in the region. One third of the regional traffic for downtown Boston passes through Charlestown. This unchanneled flow of traffic has been the single greatest cause of deterioration in the community. The recently completed North Terminal Area Study resolves the problem of large traffic flows while protecting local interests. The relocation of the MTA line to the B & M Railroad area, the extension of Rutherford Avenue south of Town Hill and the completion of the inner belt will effectively channel regional movement to the periphery of the community, thus reserving the town for its appropriate function as a family residential area.

RELOCATION

New construction in the form of housing and community facilities must take place if urban renewal is to occur in Charlestown. This means, however, that selected residential and commercial property must be acquired, and families and businesses relocated. The first premise of relocation is that every family should have available to it a decent, safe and sanitary residence at a price and a rent that it can afford within Charlestown. In order to accomplish this, a sufficient supply of new housing must exist before major relocation takes place.

THE FIRST STAGE OF THE RENEWAL PLAN IS TO BE AN EARLY LAND TAKING IN ORDER TO PROVIDE SPACE FOR FIVE HUNDRED UNITS OF NEW SALES AND RENTAL HOUSING ON SITES REQUIRING LITTLE OR NO FAMILY RELOCATION. TO ADD STRENGTH TO THIS, A SCHOOL SITE AND SIXTY UNITS OF HOUSING FOR THE ELDERLY ARE ALSO INCLUDED AS REINFORCEMENT.



A STATEMENT FROM THE MAYOR

I look forward to working with the people of Charlestown to renew and strengthen this most historic section of our City. The strong community spirit of this ancient district inspires the respect of all of us.

I am confident that, if all concerned approach urban renewal in Charlestown with mutual trust, understanding, and a willingness to work, the end result will be one of the finest neighborhoods in our City.

John F. Collins
Mayor of the City of Boston

Boston Redevelopment Authority

Msgr. Francis J. Lally	Chairman
Stephen E. McCloskey	Vice-Chairman
James G. Colbert	
Melvin E. Massucco	
John Ryan	

Edward J. Logue	Development Administrator
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BOSTON
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Little Mystic Channel development

- Rehabilitation
- Single family housing
- Apartments
- Housing for the elderly
- Commercial
- Schools
- Public facilities
- Industrial
- Parking
- Open space

New Thompson Square
Shopping Center

New M.T.A. station

New re-aligned Rutherford Av.

New
waterfront
development

CHARLESTOWN : A RESIDENTIAL NEIGHBORHOOD

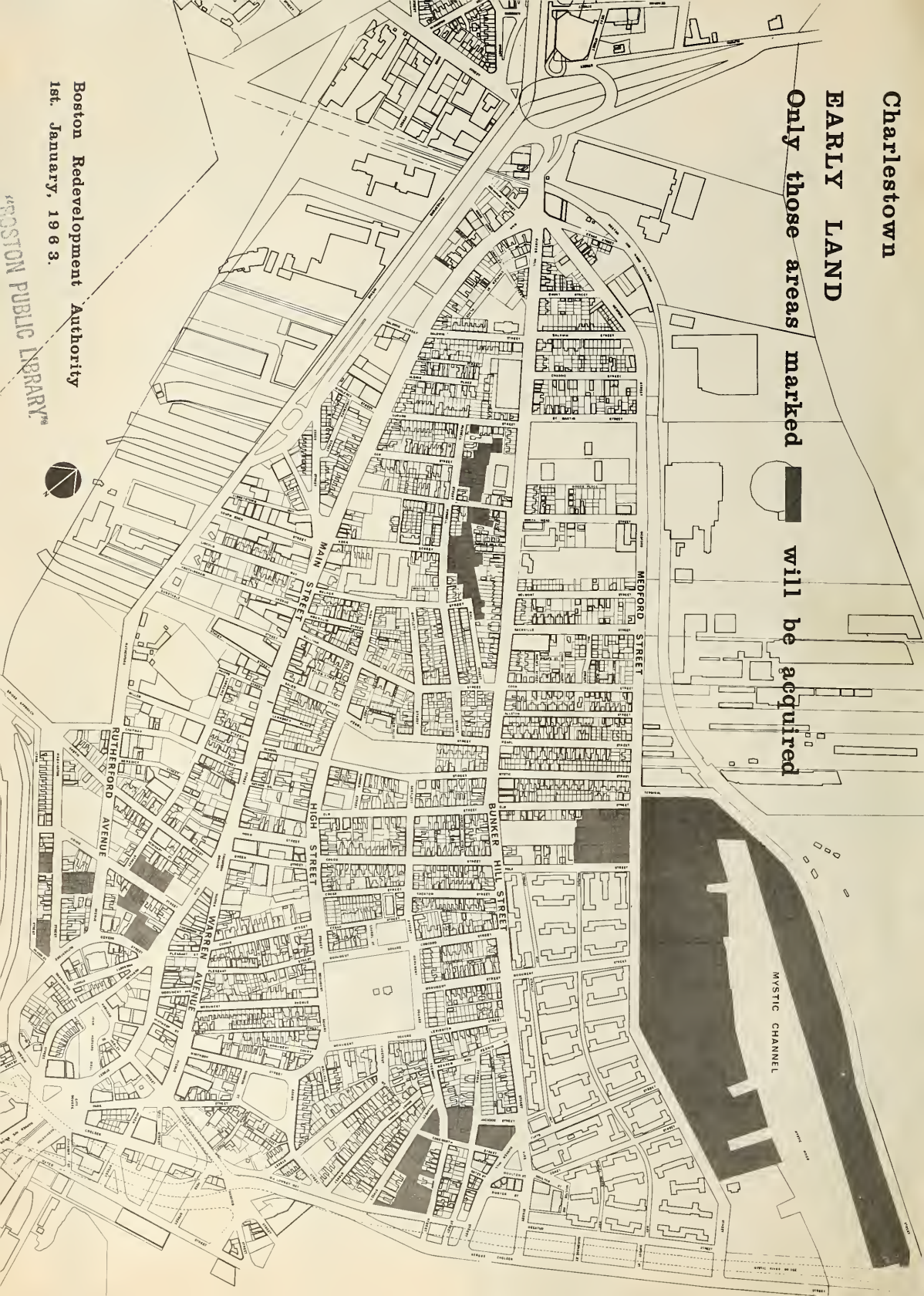
Boston Redevelopment Authority
1st. January, 1963.



Charlestown

EARLY LAND

Only those areas marked  will be acquired



Boston Redevelopment Authority
1st. January, 1963.

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